



## **Increased range for Audi e-tron 55 quattro\*\*: software update for 2019/2020 model years**

- **New software for the MY2019/2020 Audi e-tron\*\***
- **Free update expands usable range of the high-voltage battery, reduces electrical losses in the e-motor, and optimizes thermal management**
- **Update available for a total of 34,000 Audi e-tron 55 quattro\*\* vehicles – improvements deliver up to 20 kilometers of additional range in actual driving conditions, equaling an increase of approx. five percent**

**Ingolstadt, October 28, 2021 – Owners of an Audi e-tron\*\* from the 2019 or 2020 model years can now travel farther on a single charge – a new software update will extend their car’s range by up to 20 additional kilometers. This means that Audi isn’t limiting efficiency increases to new models, but also boosting the efficiency of cars already on the road. The update is now available and can be installed at Audi service centers.**

At the same time as the premiere of the e-tron Sportback\*\*, Audi rolled out a technology update with improved range for its first electric model series at the end of 2019. As a result, the current model year Audi e-tron 55 quattro\*\* can travel up to 441 kilometers on a single battery charge (WLTP cycle). In addition to modified hardware, optimized software was the main factor contributing to the range increase.

Effective immediately, the software features behind this efficiency enhancement are also available for existing vehicles. Among other improvements, the update expands the usable capacity of the high-voltage battery. As a result, the 95 kWh battery in the Audi e-tron 55 quattro\*\* delivers more net usable power – 86 kWh capacity therefore translates into increased range. The software update for all Audi e-tron 55 quattro\*\* production vehicles built between mid-September 2018 (model year 2019) and the end of November 2019 (model year 2020) can now be installed free of charge at Audi service partners.

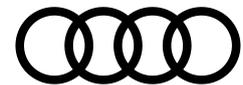
### **Efficient motor control, improved thermal management**

In addition to the battery capacity, the new software also optimizes the control of the front electric motor. In normal driving mode, the motor attached to the rear axle is responsible for propulsion. For improved efficiency, the front electric motor is now almost completely disconnected and powered off – and only when more power is needed do both motors come into play. This makes it possible to even more effectively exploit the major advantage of the asynchronous motor concept, i.e., currentless operation without electrical drag losses.

**The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.**

\*Information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depend on the tires/wheels used as well as the selected equipment.

\*\*The collective fuel/electric power consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



Furthermore, the update also improves cooling. The highly flexible thermal management system, which consists of four separate circuits, regulates the temperature of the high-voltage components even more efficiently. Modifying the control system made it possible to reduce the volume flow rates in the coolant circuit, thus reducing energy consumption. The cooling system is the basis for fast DC charging, long battery life, and consistent driving performance, even under high loads.

### **Excellent suitability for everyday use, excellent sales figures**

The first fully electric car from the brand with the four rings has been manufactured at Audi's net-zero carbon-neutral site in Brussels since the end of 2018. By this spring, the e-tron had already surpassed 100,000 units sold. In Norway, the model was even the best-selling car across all drive types last year.

The success of the Audi e-tron\*\* is largely due to its suitability for everyday use. In addition to plenty of interior space and exceptional comfort, it's the range of the e-tron Sportback 55 quattro (combined electric power consumption in kWh/100 km\*: 25.9–21.5 (WLTP); 24.0–21.6 (NEDC); combined CO<sub>2</sub> emissions in g/km: 0) and e-tron 55 quattro (combined electric power consumption in kWh/100 km\*: 26.1–22.2 (WLTP); 24.3–22.0 (NEDC); combined CO<sub>2</sub> emissions in g/km: 0) that plays a decisive role – with ranges of up to 453 kilometers (WLTP) and up to 441 kilometers (WLTP), respectively, longer distances can be covered with ease. The Audi e-tron\*\* also stands out for its impressive charging speeds. Ideally, the car needs just under ten minutes at the charging point to achieve a range of around 110 kilometers; the Audi e-tron 55 quattro\*\* reaches the 80 percent mark after around 30 minutes. In this context, customers of the e-tron Charging Service can now select from more than 275,000 charging points in 26 European countries. The e-tron route planner shows the route to the nearest charging station. The system assists the driver by scheduling the charging sessions in as needed – and always doing so when the next destination is out of range. An intelligent algorithm calculates the fastest route, takes traffic and route data into account, considers the driver's driving style, calculates how long it will take to charge the vehicle, and includes it in the total driving time.

\*Information on fuel consumption and CO<sub>2</sub> emissions as well as efficiency classes in ranges depend on the tires/wheels used as well as the selected equipment.

\*\*The collective fuel/electric power consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.



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The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 20 locations in 12 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy), and Ducati Motor Holding S.p.A. (Bologna/Italy).

In 2020, the Audi Group delivered to customers about 1.693 million automobiles of the Audi brand, 7,430 sports cars of the Lamborghini brand and 48,042 motorcycles of the Ducati brand. In the 2020 fiscal year, AUDI AG achieved total revenue of €50.0 billion and an operating profit before special items of €2.7 billion. At present, around 87,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.

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### **Fuel/electric power consumption of the models named above**

*Information on fuel/electric power consumption and CO<sub>2</sub> emissions in ranges depend on the tires/wheels used as well as the selected equipment.*

#### **Audi e-tron**

Combined electric power consumption in kWh/100 km (62.1 mi): 26.1–21.0 (WLTP);  
24.3–20.9 (NEDC); combined CO<sub>2</sub> emissions in g/km (g/mi): 0 (0)

#### **Audi e-tron 55 quattro**

Combined electric power consumption in kWh/100 km (62.1 mi): 26.1–22.2 (WLTP);  
24.3–22.0 (NEDC); combined CO<sub>2</sub> emissions in g/km (g/mi): 0 (0)

#### **Audi e-tron Sportback 55 quattro**

Combined electric power consumption in kWh/100 km (62.1 mi): 25.9–21.5 (WLTP);  
24.0–21.6 (NEDC); combined CO<sub>2</sub> emissions in g/km (g/mi): 0 (0)

#### **Audi e-tron Sportback**

Combined electric power consumption in kWh/100 km (62.1 mi): 25.9–21.0 (WLTP);  
24.0–20.9 (NEDC); combined CO<sub>2</sub> emissions in g/km (g/mi): 0 (0)

The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the consumption and CO<sub>2</sub> emission values measured are in many cases higher than the values measured according to the NEDC. Additional information about the differences between WLTP and NEDC is available at [www.audi.de/wltp](http://www.audi.de/wltp).

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electric power consumption, CO<sub>2</sub> emissions and performance figures.

Further information on official fuel consumption figures and the official specific CO<sub>2</sub> emissions of new passenger cars can be found in the "Guide on the fuel economy, CO<sub>2</sub> emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany ([www.dat.de](http://www.dat.de)).